

CITYVIEW

City of Hamilton Planning and Development Department

1996

NEIGHBOURHOODS

WHAT IS A NEIGHBOURHOOD?

There are many different answers. A neighbourhood could be as small as a few houses or it could be a larger area consisting of churches, schools, parks and shops. What is a neighbourhood to you?

The City is considered as a network of neighbourhoods, each with its own unique characteristics. These neighbourhoods form the backbone of the City. For planning purposes, Hamilton is made up of 127 neighbourhoods divided according to major roads or geographical features.

How should the City define neighbourhoods? The present way or a new way?





WHAT DOES THE FUTURE HOLD FOR OUR NEIGHBOURHOODS?

It is important to maintain vibrant, dynamic, healthy, economically viable neighbourhoods in which to live, work, and play.

Neighbourhoods are always changing. Residents are always moving in and out. Neighbourhoods go through "lifecycle" changes where for several years there will be many children, these children grow up and move out and the parent/parents live by themselves. These people sell and younger families move in starting the whole lifecycle again.

As people change, so does the economic climate. These changes impact us! What trends might affect my neighbourhood?

-  With the use of computers and improved telecommunications, more and more people are working from their homes rather than going to an office or factory;
-  There is more pressure for us to leave our cars at home and walk to places;

Should we allow small neighbourhood variety stores in the middle of neighbourhoods?



HAMILTON'S PLAN FOR TOMORROW

When was Your Nei

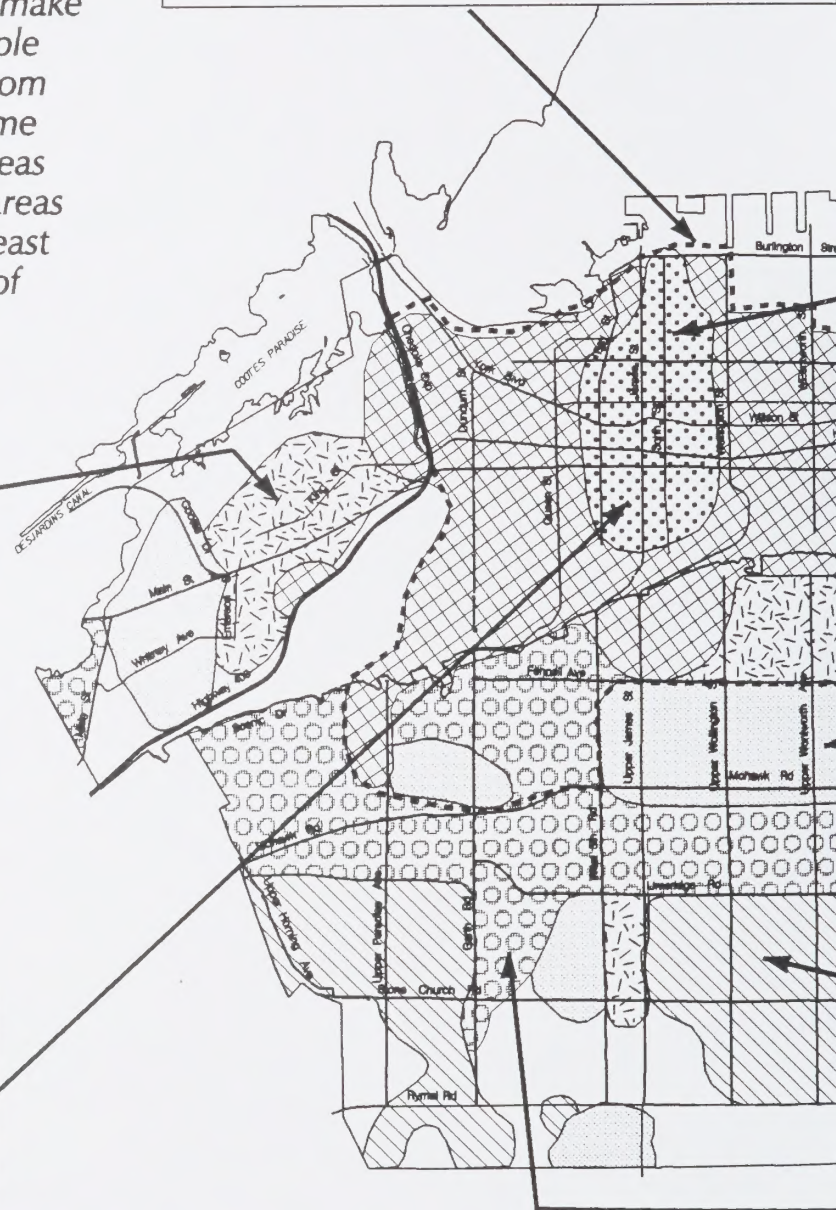
In the mid 1800's getting to your job and doing your shopping was quite different than today. People had to walk. It would be another fifty years before public transit and cars were used. People lived near factories and offices. Shops, schools and churches were built to serve the residents. North end Hamilton reflects this type of mixed land use pattern.

As transportation systems evolved (i.e. horsedrawn streetcars, electric trolleys, incline railways and the private automobile) people could afford to make use of these new transportation methods. People could now move considerable distance away from their place of work. As a result, land uses became separated into distinct locations. There were areas for shops and services, areas for industry, and areas for housing. Hamilton Mountain and the west/east ends of the City are characterized by this type of "suburban" development pattern.

- The development pattern in the urban area is generally characterized by a grid street pattern, smaller lot sizes, older homes, garages at the rear of the property, 2 storey commercial buildings along main roads.
- The area outside the urban area could be considered as "suburban". Some characteristics of this area include crescent/cul-de-sac street patterns, newer construction, bigger front yards, malls, etc.

- This area is known as "Westdale"
Most development took place between 1925-1931.
- It was considered a "suburb" at the time.
- The northern portion was characterized by larger homes while the southern portion had smaller single-family homes.
- A commercial strip developed along King Street to serve residents.
- Residents used to streetcar to go to work.

- This area had the most desirable homes because of the height of land.
- It was close to downtown.
- In the 1960's and 1970's, the northern portion of the neighbourhood was redeveloped for a mix of large and small apartment buildings because of proximity to the downtown core.



Neighbourhood Developed?



1946 TO 1955

1956 TO 1975

 1976 TO 1995

*THE BULK OF DEVELOPMENT
OCCURED BETWEEN 1911 AND 1930

- People lived near factories.
- Shops, churches, schools, etc. were built within residential areas to serve the workers and families.
- This area was a relatively compact mixed use area which made it easy for people to walk.
- Noxious industries were located near to homes.
- As the industrial area expanded eastward, so did the mixed use areas.

- With the advent of the streetcar, the residential areas developed further away from the factories in the north end of the City
- Shops and services developed along major roads because of the access to streetcars and desire to be separated from residential areas

- Area characterized by a curved, crescent, cul-de-sac street patterns.
- Apartments/townhouses/churches located on major roads.
- School/parkland generally located in the middle of the neighbourhood.
- Stores and other uses located at main road intersections.



WHY ARE SOME NEIGHBOURHOODS DECLINING AND OTHERS ARE GROWING?

The population of the Lower City has been shrinking over the past years. Why? Some of the reasons are an aging population, smaller household sizes and the fact that people are more mobile (i.e. more cars, expansion of public transit) allowing them to move to different areas within the City and to other municipalities. **How does this affect a Neighbourhood?** The fewer the people, the more difficult it is to support the services, particularly the local shops, and schools, to name a few. What should the City do to help rejuvenate those Neighbourhoods?

On the other hand, the majority of the neighbourhoods on the mountain are growing. Why? People do not have to live near their place of work, as well as a number of other factors. The suburban areas of Hamilton cannot grow forever. Within years, there will be no more vacant land left in the City to develop.

DID YOU KNOW...

🏠 residential development in the City had its peaks and valleys. One of the most extensive periods of neighbourhood development occurred between 1945-1955 and then again in the 1980's.

🏠 neighbourhoods generally have two types of road patterns: grid or crescents/curves.

🏠 the largest concentration of apartment is in the downtown neighbourhoods.

🏠 at the centre of many of the south mountain neighbourhoods are lands proposed to be used for a school and/or park purposes.

🏠 neighbourhoods in the east and west end of the City as well as the Mountain tend to have apartments and townhouses on the major roads and single or two-family dwellings on the interior;



Where Should the City Grow?

Since 1960 when the City of Hamilton's present southern boundary was established, the Hamilton Mountain has experienced significant population and housing growth. But the Mountain is filling up. Over the next 10-15 years, depending on economic trends, Hamilton will no longer have large vacant parcels of land to accommodate new development. **What should the City do?**

There are two schools of thought on this issue. One option is for Hamilton to expand its municipal boundaries to accommodate future new growth. The second option is to focus on redevelopment and intensification within the existing City.

Expanding Hamilton's municipal boundaries is not without precedent. Over the City's past 150 years history, when the urban growth reached the "end" of the municipal boundaries, the City annexed or assumed control of additional lands.

Redevelopment or intensification is an extremely cost effective manner of accommodating new growth pressures as the "hard services" (sewer, water, roadways, etc.) and "soft services" (schools, libraries, parks, etc.) are already in place. But consumers continue to demand new houses in newer areas.

For further information on this brochure, please contact Joanne Hickey-Evans at (905) 546-4229

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CITYVIEW

CityView Hamilton's Plan for Tomorrow is your opportunity to present your ideas and thoughts on the future of Hamilton.

Your ideas will ultimately form the basis of a new Official Plan for the City of Hamilton.

Staff of Hamilton's Planning and Development Department are available to answer your questions on any facet of CityView.

Ways to Contact Us...

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